

## Amendments to Claims

→ 1. <sup>times</sup> (currently amended) In a cart conveyor system of the type comprising an inclined conveyor mechanism including laterally spaced, opposed endless conveyor bands, and wheeled load carrying carts engageable by said conveyor bands and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a frame with a predetermined centerline and having front and back ends, said cart being provided with spaced apart first wheels at one end and wheel means at the other end comprising one or more second wheels positioned closer to said centerline than said first wheels, said wheels being mounted for rotation about axes, and said conveyor mechanism having track means for the respective sets of first and second wheels at opposite ends of said cart whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

→ 114 [first] (a) said conveyor bands being engageable with said cart closely adjacent said wheels at one end of said cart for controlling the advance of said cart along said conveyor mechanism,

(b) a retaining track extending lengthwise along said inclined conveyor mechanism and provided with downwardly facing surfaces, and

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→ 218 (c) said cart including an anti-lift element, separate from and extending to a point below said axes, extending between said cart and said retaining track adjacent the other end of said cart and engaging the downwardly facing surfaces of said retaining track for retaining vertical spacing between said retaining track and said other end of said cart while said cart is being advanced along said conveyor mechanism.

2. (original) A cart conveyor system according to claim 1, wherein said conveyor mechanism is inclined for transport of said cart from one level to a second level.

3. (original) A cart conveyor system according to claim 2, wherein

(a) said spaced apart first wheels are positioned at the back of said cart and said one or more second wheels are positioned at the front of said cart,

(b) said first wheels are spaced apart farther than said one or more second wheels,

(c) spaced apart abutment brackets are mounted on said cart immediately laterally adjacent to and laterally outside of said first wheels,

(d) said conveyor bands are engageable with said abutment brackets, and

(d) said anti-lift element extends between a front portion of said cart and said retaining track.

4. (original) A cart conveyor system according to claim 3, wherein

(a) said one or more second wheels comprises a pair of front wheels spaced apart a distance less than said first wheels,

(b) said retaining track is located generally centrally between said front wheels, and

(c) said anti-lift element extends downward from said frame, between said front wheels, to engage said retaining track.

5. ~~(cancelled – re-written as claim 37)~~

6. (original) A cart conveyor system according to claim 3, wherein

- (a) said inclined conveyor mechanism is upwardly moving,
- (b) the track means for said second wheels are offset forwardly and downwardly with respect to the track means for said first wheels, and
- (c) said conveyor bands are engageable with said cart laterally adjacent said first wheels and at a level not substantially higher than said first wheels.

7. (original) A cart conveyor system according to claim 3, wherein

- (a) said inclined conveyor mechanism is downwardly moving,
- (b) the guide track means for said second wheels are offset forwardly and upwardly with respect to the guide track means for said first wheels, and
- (c) said conveyor bands are engageable with said cart laterally adjacent said first wheels and at a level not substantially higher than said first wheels.

8. ~~(cancelled – rewritten as claim 31)~~

9. (amended) A cart conveyor system according to claim 2, wherein

- (a) said cart frame includes an open sided load-carrying section of generally J-shaped configuration having an upwardly and rearwardly inclined back section, an upwardly and forwardly inclined bottom section joined with said back section and disposed generally at right angles thereto, and a front section joined with said bottom section and extending upwardly therefrom,
- (b) the region of joining of said bottom and back sections comprising the lowest point of said load-carrying section relative to the wheels of said cart,
- (c) said conveyor having containment housings for said conveyor bands at each side substantially enclosing said conveyor bands,
- (d) said containment housings including inner side walls positioned laterally

adjacent the spaced apart first wheels of said cart and providing lateral confinement thereof, and

(e) said containment housings further including laterally outwardly extending upper walls positioned at or slightly below the level of said lowest point and providing a generally smooth, generally flat upwardly facing surface at a level not substantially above said first wheels for the guidance and support of load items carried in said load-carrying frame and extending laterally outwardly therefrom.

10. (original) A cart conveyor system according to claim 9, wherein

- (a) said conveyor mechanism is upwardly inclined at a predetermined angle, and
- (b) the bottom section of said load-carrying frame is disposed at an angle corresponding generally to the angle of upward incline of said conveyor mechanism.

11. (original) A cart conveyor system according to claim 9, wherein

- (a) said conveyor mechanism has an entry end and an exit end,
- (b) a load limit frame is mounted directly in front of said entry end, and
- (c) said load limit frame comprises a pair of spaced-apart, upwardly extending side elements spaced apart a distance substantially greater than the maximum lateral spacing between wheels of said cart and defining an opening for the widest permissible load for a cart to be carried on said conveyor system.

12. (original) A cart conveyor system according to claim 11, wherein

- (a) said load limit frame is positioned a sufficient distance in front of said conveyor mechanism that an overwide load is engaged by said frame before said cart is engaged by said conveyor bands.

13. (cancelled – rewritten as claim 32)

14. (cancelled – rewritten as claim 33)

15. (cancelled – rewritten as claim 34)

16. <sup>twice</sup> (currently and previously amended) In a cart conveyor system of the type comprising an conveyor mechanism inclined at a <sup>[an]</sup> predetermined angle and including laterally spaced, opposed endless conveyor bands, and a wheeled load carrying cart engageable by said conveyor bands on opposite sides and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a load-carrying frame and having front and back ends and being provided with spaced apart first wheels at one end and one or more second wheels at the other end, and said conveyor mechanism having separate longitudinally extending, offset track means for the respective first and second wheels whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

(a) said conveyor bands being engageable with said cart adjacent the first wheels thereof and at a level not substantially higher than said first wheels for controlling the advance of said cart along said conveyor mechanism,

(b) a containment housing spaced closely above and covering at least top portions of said conveyor bands to accommodate and support load items projecting laterally from said load-carrying frame,

<sup>no strike through</sup>  
[b] (c) said [cart having a] load-carrying frame including bottom-forming frame elements inclined substantially at said predetermined angle when said first and second wheels are <sup>[Substantially horizontal]</sup> supported on said conveyor mechanism in a generally horizontal manner,

[c] (d) said load-carrying frame including front and back frame portions for confining

said load items and defining a low point of said load-carrying frame at a level not substantially above said containment housing. [wheels, and]

[1d) a containment housing covering ...]

→ 17. (~~currently~~ amended) A cart conveyor system according to claim 16, wherein  
(a) said conveyor mechanism includes a retaining track extending longitudinally between said conveyor bands, and

(b) retaining means interconnecting a front portion of said cart with said retaining track to prevent lifting of the front end of said cart while said cart is being advanced forwardly along said conveyor mechanism.

C, → 18. (~~previously~~ amended) A cart conveyor system according to claim 17, wherein

(a) said second wheels comprise a pair of wheels spaced apart a distance less than said first wheels,

→ (b) said retaining means comprise a connecting element separate from said second wheels extending from a front portion of said cart into engagement said retaining track,

→ (c) said retaining track having flange means overlying portions of said connecting element.

19. (original) A cart conveyor system according to claim 16, wherein

(a) the bottom elements of said load-carrying frame are inclined upwardly and forwardly substantially at the angle of inclination of an upwardly inclined conveyor mechanism.

→ 20. (~~previously~~ amended) A cart conveyor system according to claim 16,

wherein

(a) said conveyor mechanism has an entry end and an exit end and includes a load size limiting frame at said entry end,

(b) <sup>[with]</sup> said load size limiting frame accommodating the passage of a cart having a load width greater than said cart and extending over said containment housing. <sup>[support surface]</sup>

21. (cancelled – rewritten as claim 35)

22. (cancelled – rewritten as claim 36)

23. (original) A cart conveyor system according to claim 17, wherein

(a) means are provided for braking at least one of said first or second wheels against rotation when said cart is unattended, and

(b) said track means for said braked wheels is formed of a series of free-rotating rollers arranged to form a substantially continuous moving surface to accommodate movement of said braked wheels.

24. (original) A cart conveyor system according to claim 23, wherein

(a) said rollers are arranged in at least two side-by-side rows, and

(b) the rollers of one row are offset from rollers of an adjacent row in the direction of movement of said braked wheels.

25. <sup>time</sup> (currently and previously amended) In a cart conveyor system of the type comprising an inclined conveyor mechanism including one or more endless conveyor bands, and wheeled load carrying carts engageable by said one or more conveyor bands and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a frame with a predetermined centerline and

Potential  
§ 112(b) (new matter)  
re: Where is support?  
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All  
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having front and back ends, said cart being provided with spaced apart first wheels at one end and wheel means at the other end comprising one or more second wheels positioned closer to said centerline than said first wheels, said wheels being mounted for rotation about axes, and said conveyor mechanism having track means for the respective sets of first and second wheels at opposite ends of said cart whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

(a) said one or more conveyor bands being engageable with said cart adjacent one end thereof for controlling the advance of said cart along said conveyor mechanism,

(b) a retaining track extending lengthwise along said inclined conveyor mechanism and provided with downwardly facing surfaces, and

(c) said cart including an anti-lift element separate from and extending downward to a point below said axes, extending between said cart and said retaining track adjacent a predetermined ~~the other~~ end of said cart for engaging said downwardly facing surfaces and thereby retaining vertical spacing between said retaining track and said predetermined ~~other~~ end of said cart while said cart is being advanced along said conveyor mechanism.

26. ~~(original)~~ <sup>12</sup> A cart conveyor system according to claim 25, wherein

(a) said spaced apart first wheels are positioned at the back of said cart and said one or more second wheels are positioned at the front of said cart, and

(b) said anti-lift element extends between a front portion of said cart and said retaining track.

27. <sup>this</sup> ~~(currently and previously amended)~~ A cart conveyor system according to

claim 26, wherein

- All lines underlined*
- (a) ~~said~~ one or more second wheels comprises a pair of front wheels spaced apart a distance less than said first wheels,
  - (b) said retaining track is located generally centrally between said front wheels and has inwardly directed flanges in an upper portion thereof forming said downwardly facing surfaces, and
  - (c) said anti-lift element extends downward from said frame, between said front wheels, to engage the inwardly directed flanges of said retaining track.

28. (cancelled – rewritten as claim 38)

*C, →* <sup>28</sup>  
~~29.~~ (original) A cart conveyor system according to claim 26, wherein said one or more endless conveyor bands are engageable with said cart adjacent to the back thereof.

*→* <sup>29</sup>  
~~30.~~ (original) A cart conveyor system according to claim 25, wherein said one or more conveyor bands is engageable with said cart at a level adjacent to the level of said first wheels.

*All lines underlined* <sup>30</sup>  
~~31.~~ (allowed) In a cart conveyor system of the type comprising an inclined conveyor mechanism including laterally spaced, opposed endless conveyor bands, and wheeled load carrying carts engageable by said conveyor bands and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a frame with a predetermined centerline and having front and back ends, said cart being provided with spaced apart first wheels at one end and wheel means at the other end comprising one or more second wheels positioned closer to said

centerline than said first wheels, and said conveyor mechanism having track means for the respective sets of first and second wheels at opposite ends of said cart whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

- (a) said conveyor mechanism being inclined for transport of said cart from one level to a second level
- (b) said conveyor bands being engageable with said cart closely adjacent said first wheels for controlling the advance of said cart along said conveyor mechanism,
- (c) a retaining track extending lengthwise along said inclined conveyor mechanism,
- (d) said spaced apart first wheels being positioned at the back of said cart and said one or more second wheels being positioned at the front of said cart,
- (e) said first wheels being spaced apart farther than said one or more second wheels,
- (f) spaced apart abutment brackets mounted on said cart immediately laterally adjacent to and laterally outside of said first wheels,
- (g) said abutment brackets being of generally horizontally oriented V-shaped configuration defining upper and lower abutment portions engageable by said conveyor bands,
- (h) said upper and lower abutment portions being oriented to be generally at right angles to the conveyor bands of upwardly and downwardly inclined conveyor mechanisms, and
- (i) an anti-lift element extending between a front portion said cart and said retaining track for retaining vertical spacing between said retaining track and said front portion of said cart while said cart is being advanced along said conveyor mechanism.

31/  
32.

(allowed)

*Call lines underlined*

In a cart conveyor system of the type comprising an inclined conveyor mechanism including laterally spaced, opposed endless conveyor bands, and wheeled load carrying carts engageable by said conveyor bands and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a frame with a predetermined centerline and having front and back ends, said cart being provided with spaced apart first wheels at one end and wheel means at the other end comprising one or more second wheels positioned closer to said centerline than said first wheels, and said conveyor mechanism having track means for the respective sets of first and second wheels at opposite ends of said cart whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

- C<sub>1</sub>*
- (a) said conveyor mechanism being inclined for transport of said cart from one level to a second level,
  - (b) said conveyor bands being engageable with said cart closely adjacent said first wheels for controlling the advance of said cart along said conveyor mechanism,
  - (c) said conveyor bands being provided with a plurality of closely spaced, laterally extending engagement lugs for engagement with said cart on opposite sides thereof to control advancement of said cart along said conveyor system,
  - (d) said cart being provided on opposite sides with abutment elements positioned to be contacted by said engagement lugs whereby movement of said cart is controlled by movement of said conveyor bands,
  - (e) said abutment elements being formed with a first section aligned generally at right angles to an angle of incline of an upwardly moving conveyor and a second section aligned generally at right angles to an angle of incline of a downwardly moving conveyor,

(f) a retaining track extending lengthwise along said inclined conveyor mechanism, and

(g) an anti-lift element extending between said cart and said retaining track adjacent the other end of said cart for retaining vertical spacing between said retaining track and said other end of said cart while said cart is being advanced along said conveyor mechanism.

*Call lines underlined*  
<sup>32</sup>  
~~33.~~ (allowed) A cart conveyor system according to claim <sup>31</sup>~~32~~, wherein

(a) said abutment elements are of a generally horizontally oriented V-shaped configuration, and

(b) the first and second sections of said abutment elements are first and second portions of said V-shaped elements.

*All underlined*  
<sup>33</sup>  
~~34.~~ (allowed) A cart conveyor system according to claim <sup>31</sup>~~32~~, wherein

(a) said spaced apart first wheels of said cart are mounted thereto in a fixed orientation,

(b) fixed wheel support elements mount said spaced apart wheels to said cart,  
and

(c) said abutment elements are fixedly mounted on said wheel support elements.

*All underlined*  
<sup>34</sup>  
~~35.~~ (allowed) In a cart conveyor system of the type comprising an conveyor mechanism inclined at an angle and including laterally spaced, opposed endless conveyor bands, and a wheeled load carrying cart engageable by said conveyor bands on opposite sides and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a frame and having front and back

ends and being provided with spaced apart first wheels at one end and one or more second wheels at the other end, and said conveyor mechanism having separate longitudinally extending, offset track means for the respective first and second wheels whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

(a) said conveyor bands being engageable with said cart adjacent the first wheels thereof and at a level not substantially higher than said first wheels for controlling the advance of said cart along said conveyor mechanism,

(b) a containment housing spaced closely above and covering at least top portions of said conveyor bands to accommodate and support load items projecting laterally from said load-carrying frame,

(c) said cart having a load-carrying frame including bottom-forming frame elements inclined substantially at said angle when said first and second wheels are substantially horizontal,

(d) said load-carrying frame including front and back frame portions for confining load items and defining a low point of said load-carrying frame at a level not substantially above said containment housing,

(e) said cart including conveyor engaging abutment elements at each side, laterally adjacent said first wheels,

(f) said abutment elements comprising first and second abutment portions, and

(g) said first abutment portions being oriented to be substantially perpendicular to the conveyor bands of an upwardly inclined conveyor mechanism and said second abutment portions being oriented to be substantially perpendicular to the conveyor bands of a downwardly inclined conveyor.

*all* <sup>35</sup>  
*underlined* ~~36~~ (allowed) A cart conveyor system according to claim <sup>34</sup>~~35~~, wherein

(a) rigid support elements extending downward from said cart frame along outer sides of said first wheels, and

(b) said abutment elements comprising rigid elements of generally V-shaped configuration defining said first and second abutment portions.

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37  
C  
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1+2+3+5

~~(re-presented - formerly dependent claim 5)~~ In a cart conveyor system of the type comprising, an inclined conveyor mechanism including laterally spaced, opposed endless conveyor bands, and wheeled load carrying carts engageable by said conveyor bands and movable thereby from one end to another of said inclined conveyor mechanism, said cart having a frame with a predetermined centerline and having front and back ends, said cart being provided with spaced apart first wheels at one end and wheel means at the other end comprising one or more second wheels positioned closer to said centerline than said first wheels, said wheels being mounted for rotation about axles, and said conveyor mechanism having track means for the respective sets of first and second wheels at opposite ends of said cart whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

(a) said conveyor bands being engageable with said cart closely adjacent said wheels at one end of said cart for controlling the advance of said cart along said conveyor mechanism,

(b) a retaining track extending lengthwise along said inclined conveyor mechanism, and

(c) an anti-lift element, separate from and extending to a point below said axles, extending between said cart and said retaining track adjacent the other end of said cart and engaging said retaining track for retaining vertical spacing between said retaining track and said other end of said cart while said cart is being advanced

along said conveyor mechanism,

(d) said conveyor mechanism being inclined for transport of said cart from one level to a second level,

(e) ~~and~~ spaced apart first wheels are positioned at the back of said cart and said one or more second wheels are positioned at the front of said cart,

(f) said first wheels are spaced apart farther than said one or more second wheels,

(g) spaced apart abutment brackets are mounted on said cart immediately laterally adjacent to and laterally outside of said first wheels,

(h) said conveyor bands being engageable with said abutment brackets, and

(i) said anti-lift element extending between a front portion of said cart and said retaining track,

(j) said one or more second wheels comprising a single front wheel centrally located between opposite sides of said cart,

(k) a wheel mounting bracket extending from said cart for mounting said wheel,

(l) said track means for said one or more second wheels including a retaining track for receiving and confining said single front wheel,

(m) said anti-lift element comprising means projecting laterally from said front wheel mounting bracket below the axle of said front wheel for cooperation with said retaining track to prevent vertical separation of said front wheel from said retaining track.

<sup>37</sup>  
38. ~~(re-presented - formerly dependent claim 28)~~ In a cart conveyor system of the type comprising an inclined conveyor mechanism including one or more endless conveyor bands, and wheeled load carrying carts engageable by said one or more conveyor bands and movable thereby from one end to another of said inclined

conveyor mechanism, said cart having a frame with a predetermined centerline and having front and back ends, said cart being provided with spaced apart first wheels at one end and wheel means at the other end comprising one or more second wheels positioned closer to said centerline than said first wheels, said wheels being mounted for rotation about axles, and said conveyor mechanism having track means for the respective sets of first and second wheels at opposite ends of said cart whereby said cart is maintained in a substantially horizontal orientation while engaged by said conveyor mechanism, the improvement characterized by

(a) said one or more conveyor bands being engageable with said cart adjacent one end thereof for controlling the advance of said cart along said conveyor mechanism,

(b) a retaining track extending lengthwise along said inclined conveyor mechanism, and

(c) an anti-lift element separate from and extending downward to a point below said axles, extending between said cart and said retaining track adjacent the other end of said cart for retaining vertical spacing between said retaining track and said other end of said cart while said cart is being advanced along said conveyor mechanism,

(d) said spaced apart first wheels being positioned at the back of said cart and said one or more second wheels being positioned at the front of said cart,

(e) said anti-lift element extending between a front portion of said cart and said retaining track.

(f) said one or more second wheels comprising a single front wheel centrally located between opposite sides of said cart,

(g) a wheel mounting bracket extending from said cart for mounting said wheel,

(h) said track means for said one or more second wheels including a retaining

track for receiving and confining said single front wheel,

C (i) said anti-lift element comprising means projecting laterally from said wheel mounting bracket at a level below said axles for cooperation with said retaining track to prevent vertical separation of said front wheel from said retaining track.